



Trans-Lake Washington Project

Multi-Modal Alternatives Analysis Conclusions

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Trans-Lake Washington Project

Multi-Modal Alternatives Analysis Conclusions

Safety/Preservation Alternative:

- Improves safety/reliability in the corridor
- Replaces aging/substandard structures in the corridor
 - Floating section
 - Seismically substandard sections
- Provide bicycle/pedestrian facilities the length of the corridor
- Does not significantly increase capacity in the corridor
- Should be included in the EIS due to level of impacts



Multi-Modal Alternatives Analysis Conclusions

6 Lane Alternatives:

- Improve safety/reliability in the corridor
- Provide bicycle/pedestrian facilities the length of the corridor
- Improves flow in the corridor due to separating movements
- Does not significantly increase vehicle throughput across the lake
- Provides significantly improved travel times/person throughput for HOV/transit users
- Local access may need some modification
- Should be included in the EIS
- Environmental impacts, costs, become more apparent



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Multi-Modal Alternatives Analysis Conclusions

8 Lane Alternatives:

- Provide bicycle/pedestrian facilities the length of the corridor
- Person and vehicular throughput increased over other alternatives, however bottlenecks become more prevalent
- Added traffic at I-5 problematic
- Local access is more problematic than other alternatives
- Highest level of impacts to the natural environment, and to local arterials
- Higher costs
- QUESTIONS REMAIN.....



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Multi-Modal Alternatives Analysis Conclusions

BRT/HOV:

- Person throughput similar to HCT alternatives over next 20 years
- Beyond 20 years BRT faces capacity constraints in downtown Seattle, University District, and possibly downtown Bellevue

High Capacity Transit:

- Both I-90 and SR 520 meet long-term transit capacity needs
- Ridership very similar across I-90 and SR 520



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Multi-Modal Alternatives Analysis Conclusions

High Capacity Transit (continued):

- SR 520 route provides additional north-south capacity into downtown
 - Cannot merge with LINK connection
 - Transfer is accommodated
- I-90 route takes advantage of existing infrastructure investments
 - Across the lake
 - Between the lake and downtown Seattle
 - In the downtown tunnel
- QUESTIONS REMAIN.....



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How do the other large corridor projects integrate with SR 520 as a system?

Work Plan/Schedule

I-90

- Modeling for I-90 LRT w/o added HOV
- Geometric evaluation for I-90 LRT w/ 3 GP and HOV
- I-90 parallel HCT bridge evaluation
- ST Board decision on EA vs.. EIS, and alternatives to be evaluated

I-405

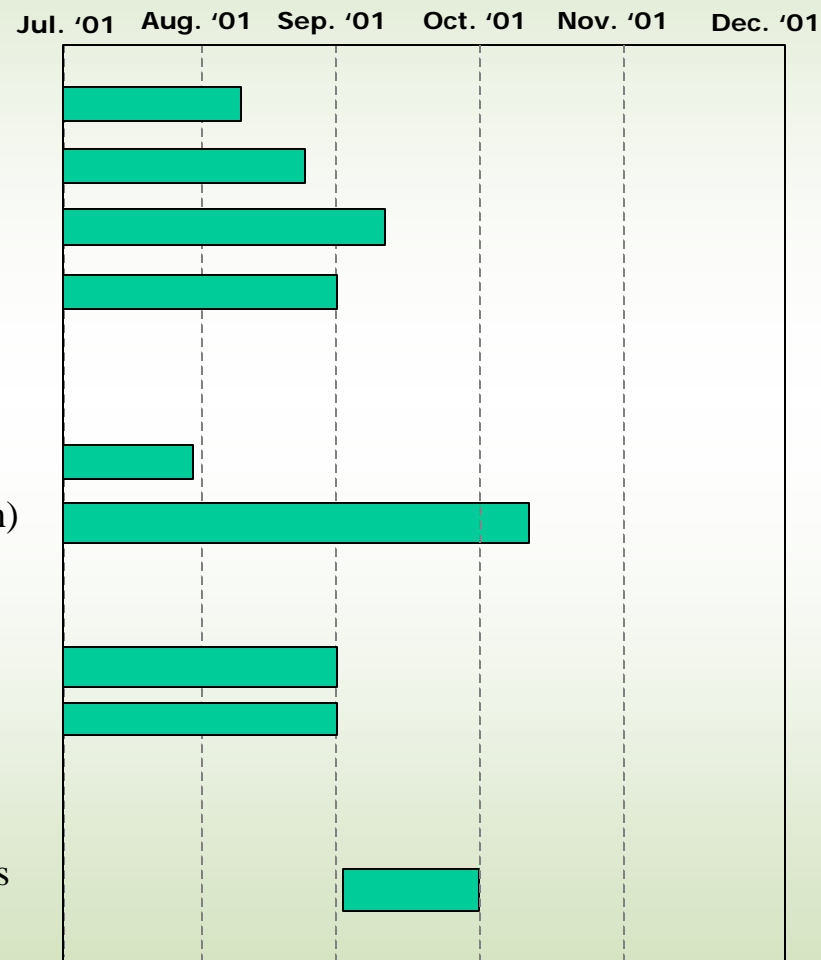
- Modeling/operations work w/ I-405 PPA
- I-405/SR 520 I/C alternatives evaluation (incl. 108th - 124th)

I-5

- SR 520/I-5 I/C alternatives evaluation
- I-5 Lane Continuity Study integration

LINK Alignment

- ST Board decision on status of several north corridor options under study, (Eastlake, Montlake, High level Br., etc.)





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What additional questions will be addressed prior to the Draft EIS?

Work Plan/Schedule

- **2030 Modeling**
- **Engr/Environ Work at**
 - Montlake cut crossing (incl. Navigational Study)
 - Bear Cr./Marymoore Park
 - 4, 6, 8 lane I/C definition
 - Local traffic analysis/improv.
- **TDM Definition**
 - Pricing Feasibility/Strategy
 - Initiate corridor agreement discussions
- **Enhancement (Lid) Recommendations for EIS**
- **Renderings/Perspectives and Key Locations**
- **Noise Monitoring**
- **ESA Indirect Effects Assessment**
- **EIS Methodology Report**

